

**Boston Region MPO
Memorandum of Understanding
Written Public Comments, May 3, 2011**

Name	Affiliation	Date	Remarks
Senator Thomas McGee	Massachusetts Senate	4/11/2011	<ul style="list-style-type: none"> * Current MPO operation is not inclusive enough. * System is complex and frustrating. * A member of the Legislature should be added to the MPO. * All information to be discussed at meetings should be posted at least 48 hours in advance. * The MPO should strive to have a geographically diverse membership. This may require the addition of more municipalities to the MPO. * There should be term limits for the municipal members of the MPO. * The RTAC should actively bring together all stakeholders and ensure that any sub regions and concerned groups are not underrepresented on the RTAC. * TIP information, such as the First Tier of Projects, the Universe of Projects, and the evaluation criteria for projects should be posted online. * Detailed future federal aid payments for the Central Artery/Tunnel project should be posted online. * The MPO should meet quarterly in a location other than Boston.
MetroWest Legislators including Sen. Spilka, Rep. Benson, Rep. Linsky, Sen. Ross, Rep. Sannicandro, Sen. Flanagan, Rep. Walsh, Sen. Eldridge, Rep. Atkins, Rep. Levy	Massachusetts General Court	4/12/2011	<ul style="list-style-type: none"> * The MetroWest region is growing dramatically and is a powerful economic center. Economic vitality is tremendously important and the suburban areas are home to many new industrial clusters. * Transportation agencies were recently reorganized, and transforming the MPO would be consistent with what happened at the state level. * The MPO should build a new Memorandum of Understanding on a new vision, rather than using the existing MOU as the baseline. * The requirement that the MPO should have an equal number of elected cities and towns should remain. * The MetroWest Regional Transit Authority should be added as a voting member. * The MOU should recognize that local government have an essential role to play in programming transportation funds, not just the City of Boston. * There should be a member of the MPO that represents the business/employer community. * Geographic diversity should be a TIP project evaluation criteria. * The text requiring a \$400 million statewide road and bridge program, exclusive of the Central Artery, should be retained.
Denis Fraire	Town of Bellingham	4/28/2011	The MPO should retain the requirement that 3 elected municipalities be towns and 3 be cities.
Louis Celozzi	Town of Milford	4/29/2011	The MPO should retain the requirement that 3 elected municipalities be towns and 3 be cities.
Robert Markel	Town of Ipswich	4/29/2011	<ul style="list-style-type: none"> * The MPO should retain the requirement that 3 elected municipalities be towns and 3 be cities. * Opening up the board to more members would create a chaotic situation.
Arnold Pinsley	Natick resident	5/2/2011	<ul style="list-style-type: none"> * MassDOT, Massport, and the MBTA should be represented solely by MassDOT. * The MBTA and Massport seats should be replaced by seats for the MetroWest Regional Transit Authority and the Cape Ann Transit Authority. * Travel patterns have changed over the last 40 years. Travel is less oriented towards Boston. The majority of work trips originating in MetroWest are destined for a location in MetroWest.
Frank DeMasi	Wellesley resident	5/2/2011	<ul style="list-style-type: none"> * The MetroWest Regional Transit Authority, Cape Ann Transit Authority, and a Transportation Management Association (TMA) should have seats on the MPO. * An economic development entity should have a seat on the MPO. * The MPO should intensify its recruitment of cities and towns to run for the municipal MPO seats. * The number of MPOs should be reduced to build larger representative groups. A MetroWest MPO could consist of the MAPC MetroWest sub region, the Montachusett MPO and the Central Mass. MPO.

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Patrick Reffett	Town of Natick	5/2/2011	<ul style="list-style-type: none"> * The state has under-invested in transportation in MetroWest despite strong growth. A reformation of the existing MPO would give Metro West and opportunity to have better representation. * Three of the elected municipal seats should be held by towns. * The MetroWest Regional Transit Authority should be a voting member of the MPO. * The "other" 100 communities in the MPO area should also have an essential role in transportation planning and programming. * The state should only have 1 vote on the MPO in light of the 2009 consolidation of transportation agencies. * A representative of the business/employer community should be added to the MPO. * Geographic equity should be part of the TIP decision making process. * The requirement that at least \$400 million be spent annually on a statewide road and bridge program should be retained.
Paul Yorkis	Town of Medway	4/27/2011	<ul style="list-style-type: none"> * The inner core and Boston have too much voting weight. * The MPO should retain the requirement that 3 elected municipalities be towns. * The MPO should consider giving GATRA a seat on the MPO. They serve Medway, Franklin, and Bellingham. * There should be more transparency and public involvement regarding the TIP evaluation criteria. * The TIP process needs to evolve to make it easier to use non-formula transportation funds, such as earmarks. * The Boston Region MPO should have a large number of projects "shovel ready" in case unforeseen funding becomes available. * Corridor projects should not be designed piece meal by the towns along the route. Good highway planning needs to look at the whole highway, in the way that transit planning considers the entire corridor and does not ask individual towns to design their piece of the corridor. * Regional geographic equity should be a criteria for project selection. A more equitable allocation of funds will help the entire region.